Development of Training and Certification Programs for Escort Vehicle Drivers in Canada

Background and Discussion Paper

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A. Context:

In recent years there has been growing interest in Canada in developing training programs for drivers of escort vehicles which are used to assist in the safe movement of oversize loads on public highways.

It has also been proposed by some that governments introduce requirements for certification of escort car drivers, based on approved training programs and appropriate examination criteria.

B. Review of Current Practices:

1. Driver Training and Certification

No formal training or certification programs for escort vehicle drivers currently exist in Canadian jurisdictions. Alberta Transportation publishes and makes available an information booklet on the role and responsibilities of escort vehicle drivers, but does not currently require certification. In the private sector, internal training programs or policies have been developed by several individual companies (eg. trucking firms and pilot car services).

Several (currently 8) US states have some form of certification requirement for escort vehicle drivers, as outlined in the attached summary attached.

Three states (Florida, Washington and Utah) require drivers to successfully complete a formal training program (typically a one-day course) as a condition of the certification process. In these states the training programs are offered by "third" party training organizations such as colleges or safety councils. North Carolina will be introducing a training/certification program in mid-2003, using a training program and examination process to be offered by the Department of Transportation.

Certification requirements in the other states typically involve passing a short test which is administered by a state government department (eg, Dept of Transportation or Motor Vehicles). Some states issue certificates based on applicants meeting specific criteria for age, class of driving license, driving record and completion of an approved Defensive Driving Course.

Reciprocal recognition of credentials issued by other states is not automatic, and at this point, is rather limited.

2. Escort Vehicle Licensing or Specification

Some states and provinces restrict the size, weight and configuration of vehicles which can be used to escort overdimensional loads. The types of restrictions that typically apply are summarized in Appendix A.

C. Considerations

- Introduction of escort vehicle driver certification requirements in Canada would require new regulations to be introduced by provinces and territories in an area that is not currently regulated.
- Introduction of certification programs would require policy and regulatory changes by each jurisdiction. (and not all governments may be prepared to introduce regulations).
- Coordination and cooperation between governments, on either national or regional bases would be particularly beneficial to avoid introducing new and unnecessary regulatory impediments to interprovincial trucking.
- Looking to the US experience, while several states have developed excellent training materials and certification programs, there appear to be potential conflicts in the requirements of different states, and limited reciprocal recognition of escort driver credentials.
- As a prerequisite to regulatory development, broad-based consensus among governments and industry on the key elements of a Canadian model regulatory, training and certification framework would be beneficial. At minimum, this framework should address and include:
  - driver qualifications and credentials
  - escort vehicle specifications
  - escort driver role and responsibilities
  - traffic control
- The objective of developing and deploying training and guidance materials for escort vehicle drivers is not entirely dependent upon introduction of driver certification regulatory requirements.

D. Training and Certification of Escort Vehicle Drivers in Canada - Conclusions

The interest which has been demonstrated in developing training programs for escort car drivers appears to be based on two key objectives:

- improving highway safety by ensuring that escort vehicle drivers have a clear understanding of their role and responsibilities and are trained in best practices for situations which can arise in assisting the movement of overdimensional loads
- improving the consistency and quality of commercially available escort vehicle services available to the trucking industry

From a public policy perspective, options that might be considered by governments in Canada to contribute to these objectives would include:

1. *Development of Escort Vehicle Driver Information Booklets*
   Using the Alberta Transportation experience as a model, collaboration could occur in development of a standard "manual" for escort vehicle drivers which provides information on the role, responsibilities and regulations. Testing and certification of drivers would not be a necessary component of this approach.

2. *Establishing Escort Vehicle Driver Certification Requirements*
   Using the New York State experience, and based on the successful completion of a standard manual as described above, governments could require escort vehicle drivers to successfully complete a test on the information contained in the manual. Certification could take the form of a certificate issued by an appropriate agency, or an endorsement on a driver's license.

3. *Establishing and Mandating Formal Training and Certification Requirements*
   Using the Washington, Florida and Utah experience, a course curriculum and training

program could be developed and made a requirement for escort vehicle drivers.

E. Next Steps

Based on discussions that have occurred to date, it is suggested that initial focus be placed on Option 1 above, development of an information booklet that contains the key elements of a training and certification framework.

In pursuit of this objective, an initial draft has (Canadian Escort Vehicle Drivers Handbook) has been prepared as a starting point for discussion, drawing on available regulatory policies, guides and training materials from provinces and states.

If consensus can be achieved on a document of this kind, a sound foundation will have been established for potential use by provinces and territories in:

- setting driver qualifications
- specifying escort vehicle and equipment requirements
- certification testing
- development of training course curricula
- development of policies and/or regulations respecting driver training and/or certification programs at the national, regional or provincial/territorial levels.

Appendix A - US State Programs

Escort Vehicle Driver Certification - State Programs

	Colorado	Florida	Kansas	New York	Utah	Washington
Certification Required	Yes	Yes	Superloads Only	Yes	Yes	Yes
Cost	$ 5			$ 40		$ 135
Valid for	5 years	4 years		4 years		3 years
Renewal Retest	Yes			No		Yes
Issued by:	DoT	Trainer		DMV	Trainer	Trainer
Min driver age		18	18	21	18	18
Training course required		Yes (Fla Technology Transfer Centre)		No	Yes (Utah Valley State College)	Yes (Evergreen Safety Council)
Course Length		8 hours				8 hours
Defensive Driving Course Required	Yes		Yes	No		
Reciprocity		Any other state				Fla, Utah

Note: North Carolina to introduce certification requirements in July 2003

Escort Vehicle Specifications

	Colorado	Florida	Kansas	New York	Utah	Washington
No of Axles	Max 2		Max 2			Max 2
Wheelbase				Min 100 in	Min 95 in	
GVW Limit	12,000 lb	15,000 lb	12,000 lb		12,000 lb	Max 14,000 lb
Load carrying capacity			Max 1 ton			
Width restrictions	Min 60 in		Min 60 in			Min 60 in
Can carry load or can tow trailer?		No	No		No	
Height Pole Required	Yes					Loads over 15'

Appendix B: Example State Escort Driver Requirements

A. Colorado

PILOT CAR ESCORT VEHICLE REQUIREMENTS

5-1 The operator of a pilot car escort vehicle must comply with all applicable traffic laws (contained in 42-4-101 to 42-4-1717, C.R.S.) and with the requirements of these Rules when escorting a vehicle or load on a state highway, in order to protect the safety of highway users and to protect the efficient movement of traffic from unreasonable interference.

5-2 The operator of a pilot car escort vehicle must obtain and maintain certification as provided in this chapter to be authorized to escort an extra-legal vehicle or load on a state highway. The permittee of the extra-legal vehicle or load shall be responsible to inspect a pilot car escort vehicle operator's certification to ensure that it is valid and current. To obtain a certification, the operator must:

1. Submit an application for certification to the Department, in the form required by the Department. The application must contain all required information and documentation.
2. Pass the pilot car escort vehicle operator certification examination.
3. Possess a valid motor vehicle driver's license, pursuant to 42-2-101 C.R.S..
4. Possess either a current certificate showing the operator has passed an 8 hour accredited Defensive Driving Course, or a Commercial Driver's License as required by 49 Code of Federal Regulations, part 383 and 42-2-401 through 42-2-408, C.R.S..
5. Possess a current certificate of insurance or endorsement which indicates that the operator, or the operator's employer, has in full force and effect commercial liability insurance in at least the minimum amounts of $100,000 per person and $300,000 per accident covering legal liability arising out of an act or omission by the pilot car escort operator of the escort duties required by the Rules. Such insurance or endorsement, as applicable, must be maintained at all times during the term of the certification.
6. Provide to the Department a State Department of Motor Vehicles ("DMV") driving record for the previous five year period. The driving records must be clear of any conviction for drug or alcohol related offenses and not have had a single moving violation penalty assessment of six (6) points or more.

5-3 The pilot car escort vehicle certification examination will consist of pilot car escort vehicle operation requirements, including:

1. Requirements applicable to an extra-legal vehicle or load, responsibilities of the operator when escorting an extra-legal vehicle or load, and pilot car escort vehicle procedures, all as described in the Rules; and
2. Requirements of applicable traffic laws, as described in 42-4-101 TO 42-4-1717, C.R.S., and in the Colorado Driver's Manual available at each office of the "DMV"; and
3. Procedures for operator flagging and traffic control, as described in Section 6(F) of the Manual on Uniform Traffic Control Devices ("M.U.T.C.D.") (42-4-712, C.R.S.).

5-4 Each applicant for the certification examination must pay the Department a fee of $5.00 to cover the Department's administrative cost prior to taking the certification examination.

5-5 The Department will grant a certificate to all persons who pass the pilot car escort vehicle certification examination and satisfy the other requirements of Section 5-2 above. The certification must be in the possession of the pilot car escort vehicle operator at all times when the operator is escorting an extra-legal vehicle or load on a state highway. The certification shall be exclusive to the operator named in the certificate and may not be assigned or transferred.

5-6 The term of the certification shall be for a maximum period of 5 years, subject to Section 5-7 below, and shall expire automatically 5 years after the date of issuance by the Department. Operators must notify the Department in writing within 30 days of any change of address or name. Upon expiration of the certification, an operator must again comply with the requirements of Section 5-2 of the Rules before the Department will issue a new certificate.

5-7 The certification shall be deemed automatically canceled, suspended, or revoked on the date and to the extent the operator's motor vehicle driver's license is canceled, suspended or revoked or if conviction of a drug or alcohol related offense or if a single moving violation penalty assessment of six (6) or more points have been assessed against the driver's license pursuant to 42-2-122 to 42-2-208, C.R.S. The operator must notify the Department immediately of any such cancellation, suspension or revocation, and must provide to the Department a copy of any written notice of same.

In addition, the Department may deny, suspend, or revoke a certificate, pursuant to 24-4- 104 and 24-4-105, C.R.S., for:

1. Failure to satisfy the requirements of Section 5-2 above, or failure to give the required or correct information on the application for certification as a pilot car escort operator, or the commission of any fraud in making the application.
2. Violation of the Rules.
3. Failure to notify the Department of any cancellation, suspension, or revocation of the operator's motor vehicle driver's license by the "DMV" within five working days of the operator's receipt of notice of the same.
4. Inability to operate a motor vehicle because of physical or mental impairment.
5. Conduct while operating a motor vehicle or a pilot car escort vehicle, which, as determined by the Department, threatens the public safety or welfare of highway users or creates unreasonable interference with the efficient movement of traffic.
6. Allowing or permitting an uncertified person to operate a pilot car escort vehicle under the operator's supervision or direction.

5-8 When the pilot car escort vehicle is in front of the extra-legal vehicle or load being escorted, the operator shall:

1. Warn oncoming traffic of the presence of the vehicle or load by use of lights and signs as provided in Sections 5-11 and 5-14 of the Rules.
2. Notify the driver of the extra-legal vehicle or load by two-way radio of: all hazards; overhead clearances; obstructions; traffic congestion; pedestrians; and any other circumstances evident to the operator that could affect either the safe movement of the extra-legal vehicle or load, the safety of the traveling public, or the efficient movement of traffic in sufficient time for the driver of the extra-legal vehicle or load to take remedial action, as necessary.
3. To the extent necessary, locate safe places (if available) adjacent to the highway and notify the driver of the extra-legal vehicle or load thereof to allow the extra-legal vehicle or load and the escort vehicle(s) to clear the highway, so that following traffic can safely pass or for any other reasons necessary to protect public safety and the efficient movement of traffic.
4. Be far enough in front of the extra-legal vehicle or load to signal oncoming motorists to stop in a timely manner, pursuant to Section 5-23, before such motorists enter any narrow structures or other restrictions on the highway to permit the safe passage of the vehicle or load.

5-9 When the pilot car escort vehicle is behind the extra-legal vehicle or load, the operator shall:

1. Warn traffic approaching from the rear of the presence of the extra-legal vehicle or load ahead, by use of lights and signs as provided in Section 5-11 and 5-14 of the Rules.
2. Notify the driver of the extra-legal vehicle or load by two-way radio of: flat tires or other

problems with the extra-legal vehicle or load; objects coming loose from the extra-legal vehicle or load; other traffic approaching or passing the extra-legal vehicle or load; and any other circumstances evident to the operator that could affect either the safe movement of the extra-legal vehicle or load, the safety of the traveling public, or the efficient movement of traffic in sufficient time for the driver of the extra-legal vehicle or load to take remedial action, as necessary.

3. Notify the front pilot car escort driver and the driver of the extra-legal vehicle or load by two-way radio of traffic build-up and other delays to the normal flow and efficient movement of traffic caused by the movement of the extra-legal vehicle or load.
4. Notify the driver of the vehicle or load by two-way radio of other vehicles attempting to pass the extra-legal vehicle or load.
5. Be far enough behind the extra-legal vehicle or load to signal motorists following the extra-legal vehicle or load to slow or stop in a timely manner, pursuant to Section 5-23, before narrow structures or other restrictions in the highway to permit the safe passage of the extra-legal vehicle or load.

5-10 The pilot car escort vehicle operator shall ensure that the pilot car escort vehicle is in safe operating condition at all times when the pilot car escort vehicle is escorting an extralegal vehicle or load.

5-11 A pilot car escort vehicle shall, in addition to any other equipment required by the traffic laws, be equipped with at least one, but not more than three, flashing yellow lights, as defined in Section 2-12 of the Rules. The flashing yellow light(s) shall be visible to approaching traffic from the front and the rear of the pilot car escort vehicle.

5-12 The pilot car escort vehicle shall:

1. Be either a passenger car or a two-axle truck;
2. Not exceed a maximum gross vehicle weight of 12,000 pounds;
3. Be at least 60 inches wide; and
4. Not exceed the legal limits of size and weight, as defined in Section 2-21 of the Rules.

5-13 The pilot car escort operator shall not carry any item(s) or equipment or load in or on the pilot car escort vehicle which:

1. Exceeds the height, length, or width of the pilot car escort vehicle, or overhangs the pilot car escort vehicle, or otherwise impairs its immediate recognition as a safety pilot car escort vehicle by the motoring public; or
2. Obstructs the view of the flashing yellow lights or the signs used by the pilot car escort vehicle; or
3. Causes safety risks; or
4. Otherwise impairs the performance by the operator or the pilot car escort vehicle of the duties required by the Rules.

The pilot car escort vehicle operator shall properly load and secure any item(s) or equipment or load carried by the pilot car escort vehicle to ensure compliance with the requirements of this Section.

5-14 A pilot car escort vehicle shall display "Wide Load", "Long Load", or "Oversize Load" signs, as applicable, which shall be visible to approaching traffic from the front and the rear. All such signs shall be a minimum of five feet wide, ten inches high with one inch wide brush stroke, black letters a minimum of eight inches high on yellow background, or shall be a maximum of seven feet wide, eighteen inches high, with a 1.41 inch brush stroke, black letters a minimum of ten inches high on yellow background.

5-15 The pilot car escort vehicle shall use its headlights at all times when escorting an extralegal vehicle or load.

5-16 The pilot car escort vehicle shall be equipped with two-way radio facilities capable of providing reliable voice communication both ways between the driver of the extra-legal vehicle or load and the driver of the pilot car escort vehicle at all times when the extralegal vehicle or load is in motion on a state highway.

5-17 A pilot car escort vehicle shall carry the following items of equipment at all times when escorting an extra-legal vehicle or load:

1. Standard 18 inch STOP & SLOW paddle sign.
2. Three bi-directional emergency reflective triangles.
3. A minimum of one 5 pound B.C., fire extinguisher.
4. A reflective orange vest, shirt or jacket, which must be worn by the operator while directing traffic.
5. An orange or white hard hat, which must be worn by the operator when out of the vehicle.
6. Two additional signs, as described in Section 5-14.
7. A copy of the pilot escort and oversize restriction map, height restriction map, bridge weight limit map.

5-18 A pilot car escort vehicle is prohibited from escorting more than one extra-legal vehicle or load at the same time, unless expressly so authorized under a Chapter 6 Special permit.

5-19 A pilot car escort vehicle shall use a height pole at all times when escorting an extra-legal vehicle or load exceeding sixteen feet in height, unless otherwise expressly authorized by the Department on the permit. The height pole shall not extend more than six inches above the maximum height of the extra-legal vehicle or load the pilot car escort vehicle is escorting. When the pilot car escort vehicle is not escorting an extra-legal vehicle or load but is moving on the highway, the height pole shall be removed, tied down, or shortened to within legal limits.

5-20 Identification signs or placards shall be displayed on the pilot car escort vehicle at all times when escorting an extra-legal vehicle or load. The sign or placard must:

1. Appear on both sides of the pilot car escort vehicle.
2. Be in letters that contrast sharply in color with the background on which the letters are placed.
3. Be readily legible, during daylight hours, from a distance of 50 feet while the vehicle is stationary; and
4. Be kept and maintained in a manner that retains the legibility required by subparagraph 3 of this Section.

5-21 The operator of the pilot car escort vehicle shall use the pilot car escort vehicle and the equipment described herein only in compliance with the rules.

5-22 When a pilot car escort vehicle is not escorting an extra-legal vehicle or load but is moving on the highway, the signs described in Section 5-14 of the Rules shall either be removed or covered, and the flashing yellow lights described in Section 5-11 of the Rules shall not be operated.

5-23 In the performance of the duties required by the Rules, the operator of the pilot car escort vehicle may direct other traffic to stop, slow, or proceed in situations where such direction is necessary to allow the extra-legal vehicle or load to continue moving safely, except as provided below.

The operator of the pilot car escort vehicle shall signal the extra-legal vehicle or load to stop, and the extra-legal vehicle shall stop, as far off of the roadway as practicable to allow other traffic to pass the stopped extra-legal vehicle or load in the following situations:

1. When the extra-legal vehicle or load becomes disabled; or
2. When the movement of the extra-legal vehicle or load on a particular section of state highway presents a safety risk or unreasonably interferes with the efficient movement of other traffic, based upon such factors as the widths of the extra-legal vehicle or load and the roadway, volume of other traffic, visibility and limited sight distance, and mountainous terrain; or
3. When driving conditions for the extra-legal vehicle or load are hazardous for any other reason, including weather. When the extra-legal vehicle or load has been stopped pursuant to this Subsection 3, the pilot car escort operator shall then direct other traffic past the extra-legal vehicle or load, as necessary, until such time as the extra-legal vehicle or load can re-enter the roadway and continue moving without presenting a safety risk or unreasonably interfering with the efficient movement of other traffic; and

When directing traffic in the situations described in this Section, the operator shall:

4. Stand outside the pilot car escort vehicle;
5. Use the paddle signs and other equipment identified in Section 5-17; and
6. Comply with the flagging procedures and requirements described in Section 6(F)-4 through Section 6(F)-7 of the M.U.T.C.D.

5-24 The operator of the extra-legal vehicle or load and the operator of the pilot car escort vehicle shall comply with the following procedures:

1. Before trip:

A. Discuss aspects of the move, including the extra-legal vehicle or load, the route, and specific responsibilities.
B. Review permit conditions.
C. Review the permitted route.
D. Determine the proper position of the pilot car escort vehicle(s).
E. Establish particular procedures.
F. Check mandatory equipment.
G. Mount signs, adjust mirrors, turn on lights.
H. Check each 2-way radio to ensure clear communication on a selected channel.
I. Verify that drivers licenses, extra-legal vehicle or load transport permit, and pilot car escort vehicle certification are in the possession of the operators.
J. Determine if additional flagpersons will be necessary and, if so, have them available.

2. During trip:

A. Obey all traffic laws.
B. Maintain proper distance between the extra-legal vehicle or load and the pilot car escort vehicle:
   1. Do not follow or precede more closely than is reasonably prudent, considering the speed of the extra-legal vehicle or load, other traffic, and highway conditions,
   2. Do not exceed ½ mile distance between extra-legal vehicle or load and the pilot car escort vehicle to maintain radio contact.
   3. Be close enough to warn other traffic of extra-legal vehicle or load.

3. Traffic lights:

A. If the pilot car escort vehicle goes through a traffic light but the extra-legal vehicle or load does not, then the pilot car escort vehicle must pull over to the right side of the highway, where practicable, to wait for the extra-legal vehicle or load.
B. If the extra-legal vehicle or load goes through the traffic light but the pilot car escort vehicle does not, then the extra-legal vehicle or load must continue and the pilot car escort vehicle must catch up when possible.

SUPERLOAD ESCORT CERTIFICATION POLICY

Last revised: 5-15-01

I. CERTIFICATION INFORMATION:

Companies shall become certified before escorting permitted superloads on Kansas highways.

The responsibility of certifying these companies shall be under the jurisdiction of the secretary of transportation and administered by the Bureau of Traffic Engineering. Certification shall be for a period of three years, and shall expire automatically three years after the date of issuance. Before the certification expires, a company must recertify by completing a new "Certificate of Compliance" document which must be authorized by an official of KDOT in order to continue being certified in Kansas.

Once certified, companies must notify the department in writing within 30 days of any change in ownership, owners name or address. Any local law enforcement officer may suspend the unsafe movement of a permitted load. In such cases, the local law enforcement official shall provide KDOT with copies of all official documents that are issued to the driver of the escort(s) or the permitted vehicle relating to any such suspension as soon as reasonably possible following the occurrence of the incident.

II. ESCORT DRIVER REQUIREMENTS:

1. Be a minimum of eighteen years of age.
2. The driver of the escort vehicle, shall possess a valid driver's license and documents showing completion of a defensive driving course approved by the National Safety Council.
3. The driver of the escort vehicle shall properly load and secure any item(s) or equipment carried by the escort vehicle.
4. At a minimum, the driver of each escort vehicle shall have in the vehicle a copy of the manual, "Traveling through Kansas" and a copy of this policy.
5. The driver of the escort vehicle(s) shall be responsible for completing and signing the "Superload Trip Certification Document."

III. EQUIPMENT REQUIREMENTS

Escort vehicles shall carry at least the following items of equipment at all times and shall possess the wisdom of knowing how use them appropriately:

1. Standard 18" or 24" "STOP" and "SLOW" paddle signs. (The 24" version is required for construction site flagging)
2. Eight reflective triangles, eight red-burning flares, or approved alternate
3. Three orange colored, 18" high cones
4. Orange hard hat (when outside of the escorting vehicle)
5. Two amber flashing lights, 6" or larger, or one rotating, or oscillating light
6. An accurate height measuring pole, made of a non-conductive, flexible or frangible material, when escorting a load exceeding 14' in height
7. First aid kit
8. One "OVERSIZE LOAD" sign
9. Spare tire, jack, and lug wrench
10. Orange vest or jacket
11. Two minimum 12" red or orange hand-held flags
12. One 5 pound B and C fire extinguisher

IV. GENERAL REQUIREMENTS:

1. All warning lights shall be operating, at all times when escorting a superload
2. Warning devices shall be used appropriately when the certified vehicle is escorting a permitted superload.
3. A height pole shall be used at all times when escorting overheight loads. The pole shall extend a minimum of six inches above the maximum height of the vehicle and load. When the escorting vehicle is not escorting an overheight load, the pole shall be removed, tied down, or shortened to within legal limits.
4. Coordination and planning meetings shall be held prior to each trip. At a minimum, the persons included in this pre-trip meeting shall be the driver(s) of the transporting vehicle(s) and the driver(s) of the escort vehicle(s). At a minimum, this meeting, shall consist of :
   a. Reviewing the approved routing to identify areas of special concern
   b. Reviewing all permit documents to ensure all applicable documents have been obtained, that each document is valid and properly endorsed
   c. Verifying all loaded dimensions to ensure that the permitted dimensions have not been exceeded.
   d. Determining the proper position of the escorting vehicle(s)
   e. Making sure all signs and warning devices have been mounted properly
   f. Ensuring all mirrors have been adjusted properly
   g. Ensuring all appropriate warning and running lights have been turned on and operating properly
   f. Checking to ensure all communication devices are working properly
   h. Determining if additional flagpersons are needed and obtain them before moving
   i. Making sure the headlights on both the escorting vehicle(s) and the vehicle transporting the load have been turned on and are operating properly.
5. When the permitted superload reaches the destination, the driver of the transporting vehicle and the driver of the escorting vehicle shall sign and date the "Superload Trip Certification Report". It is the responsibility of the Escort Company to return a copy of this report to the department within five days after completing the move.

V. OPERATIONAL PROVISIONS:

Travel is allowed only on highways approved by the department.

VI. VEHICLE REQUIREMENTS;

1. The vehicle shall be either a passenger car or a two-axle truck and the owner shall carry the minimum insurance required by the state in which the vehicle is insured.
2. The escort vehicle shall be a minimum of 60 inches wide and have a maximum of a one ton load carrying capacity.
3. At a minimum, the escort vehicle shall have on each side of the vehicle, a magnetic sign displaying the name of the company or individual escorting the load. The colour of the letters shall sharply contrast with the colour of the background in order to be easily recognisable by the travelling public.
4. The gross vehicle weight shall be a maximum of 12,000 pounds
5. The escorting vehicle(s) shall not carry any items, equipment or load which:
   a. Exceeds the height, length or width of the escort vehicle or overhangs the escort vehicle or otherwise renders the vehicle unrecognisable as an escort vehicle by the motoring public; or
   b. Causes safety risks; or
   c. Otherwise restricts the operator's driving performance or limits the ability of the driver to comply with this policy.
6. Vehicles towing trailers or transporting loads shall not be used as escort vehicles.
7. The escort vehicle must be properly licensed, registered and be in a safe operational condition in order to operate in Kansas.
8. A left outside view mirror is required.

VII. VIOLATIONS AND PENALTIES

WARNING
ESCORT COMPANY
Failure to notify the department of any change in ownership, owners name address or any information located on the certification documents.

DENIAL OF CERTIFICATION
ESCORT COMPANY
Failure of the applicant to provide accurate information on the certification or recertification documents , or the commission of any fraud in making application.

3 MONTH SUSPENSION
ESCORT COMPANY
Failure to carry the escort certification documents or valid permit documents in the vehicle.

6 MONTH SUSPENSION
ESCORT & TRUCKING COMPANY
Failure to comply with the drivers certification requirements or general requirements or equipment requirements as specified in the "Superload Escort Certification" program.
ESCORT
Using an uncertified vehicle to escort a superload movement.
ESCORT & TRUCKING COMPANY
Failure to comply with the local enforcement officials recommendations
ESCORT COMPANY
Failure to provide the department with the "Superload Trip Certification Report"

ONE YEAR SUSPENSION
ESCORT & TRUCKING COMPANY
Being convicted of driving under the influence of alcohol or possession of any illegal substance while operating the escort vehicle or transporting vehicle or failing to notify the department of same.
ESCORT & TRUCKING COMPANY
Conduct by the escort driver or the driver of the transporting vehicle, which as determined by the department threatens the public safety or welfare of the traveling public or creates unreasonable interference with the efficient movement of traffic.
ESCORT & TRUCKING COMPANY
Failure of the escorting or transporting company to comply with the applicable Oversize or Overweight regulations as outlined in K.A.R. 36-1- 35, K.A.R. 36-1-36, K.A.R. 36-1-37, K.A.R. 36-1-38, the "Kansas DOT Superload Review", or any other special restrictions provided on the permit.
ESCORT COMPANY
Failure of the escorting company to report any applicable violation made by the transporting company relating to K.A.R. 36-1-35, K.A.R. 36-1-36, K.A.R. 36-1-37, K.A.R. 36-1-38, or other special restrictions provided on the permit.

C. Utah

Pilot/Escort Driver Requirements:

Every person who drives a pilot/escort vehicle to escort over-dimensional/permitted loads in the state of Utah must meet the following requirements:

1. Vehicle driver must be a minimum of 18 years of age.
2. There will be no passengers under the age of 16 years allowed to ride in the pilot/escort vehicle.
3. Possess a valid drivers license for the state or jurisdiction in which he/she is a resident.
4. Drivers domiciled in this state shall have completed Utah's eight-hour pilot/escort driver course of instruction approved by the Utah Department of Transportation. The course shall be presented either by UDOT personnel or others authorized by the Department. For information concerning this course contact Utah Valley State College (UVSC), 800 West 1200 South, Orem, Utah 84058, 888-293-6282 or the Headquarters Port of Entry (see paragraph 400.5).
5. Drivers domiciled outside of Utah must present evidence of having completed a similar course in another state.
6. While in operation as a pilot/escort, a driver shall have in their possession a current certification card from the state they are certified in.
7. Fulfill the UDOT requirements as specified in Section 900.2 and have a current inspection (Appendix J).
8. Drivers shall have no history of disorderly conduct.
9. Drivers shall have current insurance in the limits specified by FMCSR 387.7 & 387.9.
10. Drivers convicted of driving under the influence of alcohol, serious traffic violations or driving under the influence of a controlled substances shall have their certification suspended. The suspension shall be one year for the first offense, three years for the second offense and life for the third offense.
11. Fraudulent use of a certification card, or fraudulent creating of a certification card shall be cause for suspension. The suspension for first offense will be six months to a year, three years for the second offense and life for the third offense.
12. Aiding and abetting in fraudulent certification card use shall be cause for suspension.
13. Certification cards shall be used appropriately and not used to misrepresent themselves as an officer of the Court.

NOTE: Pilot/escort certification may be suspended or revoked for violation of any of these Utah Regulations, or for other offenses. The UDOT Pilot/Escort Steering Committee shall consider such actions.

Pilot/Escort Vehicle Standards:

1. The vehicle may be either a passenger car or a two-axle truck and shall carry the minimum insurance required by the state in which it is insured.
2. The wheelbase shall be a minimum of 95 inches.
3. The gross vehicle weight shall be a maximum of 12,000 pounds
4. An "OVERSIZE LOAD" and "SLOW VEHICLE" sign shall be mounted on the top of the pilot/escort vehicle, so that its bottom edge is not less than 5 feet above the road surface, if possible. In no case shall it obstruct the view of the flashing amber light. It shall be 5 feet x 10 inches in size, with yellow background and 8 inch high, 1 inch wide black letters, (IAW FHWA Standard 900-1 Alphabet B). The sign for the front pilot/escort vehicle shall be displayed so as to be readable by oncoming traffic; the rear pilot/escort vehicle shall display its sign so as to be readable by traffic overtaking from the rear and clearly legible at all times.
5. Two AAMVA approved amber flashing lights shall be mounted, one on each side of the required sign. They shall be a minimum of 6 inches in diameter with a capacity of 60 flashes per minute. Alternatively, an AAMVA-approved amber rotating beacon light shall be mounted on the top of the pilot/escort vehicle. The rotating beacon shall rotate, oscillate or flash through 360 degrees. Warning lights shall be on at all times during escort movements.

6. No obscuring of lights or signs on the pilot/escort vehicle.
7. There shall be no reduction in the mobility of the pilot/escort vehicle by reason of any load it carries.
8. Pilot/escort vehicles shall be equipped with a two-way radio capable of transmitting and receiving voice messages over a minimum distance of one-half mile and compatible with two-way radios in accompanying pilot/escort and tow vehicles. A citizens band radio with 4-watt rating is acceptable.
9. Pilot/escort vehicles shall carry at least the following items of equipment at all times and shall use them appropriately.
   a. Standard 18 inch or 24 inch "STOP" & "SLOW" paddle signs. (The 24 inch version is required for construction site flagging.)
   b. Eight reflective triangles, eight red-burning flares, or approved alternate.
   c. Three orange colored, 18 inch high cones.
   d. Flashlight with 2 or more D cell batteries.
   e. Orange hard hat and jacket/vest.
   f. Two amber flashing lights, 6 inches or larger, or one AMMABA approved light bar capable of rotating, oscillating, flashing or strobe light.
   g. An accurate height measuring pole, made of a non-conductive, non-destructive, flexible or frangible material, when escorting a load exceeding 16 feet in height.
   h. Fire extinguisher.
   i. First aid kit.
   j. One spare OVERSIZE LOAD sign 7 feet X 18 inches.
   k. Spare tire, tire jack, and lug wrench.
10. No vehicle shall have unauthorized equipment on the vehicle. (Example: wig-wags, headlamps, unauthorized colors, etc.)
11. Vehicles towing trailers or other vehicles shall not qualify as pilot/escort vehicles.
12. Permitted vehicles not able to maintain a minimum speed of 45 mph on freeways or interstate highways, or 20 mph on secondary roads, shall have a follow-up vehicle displaying a "SLOW VEHICLE" sign. The "SLOW VEHICLE" sign shall take precedence over the "OVERSIZE LOAD" sign. (Both signs are not required at the same time on the escort vehicle). (re: UR 600.8)
13. Signs shall not be displayed except for actual movement.
14. Convoy size and requirements are prescribed in UR Sections 600.3 through 600.5.
    NOTE: A pilot/escort vehicle checklist is provided as Appendix J.
15. One pilot/escort vehicle is required for vehicles/loads which exceed the following dimensional conditions:
    a. 12 feet in width on secondary highways (non-interstate) and 14 feet in width on divided highways (interstates).
    b. 120 feet in length on divided highways and 105 feet in length on secondary highways.
    c. Excess of 20 feet of overhangs. (re: 600.6 4. A&B)
16. Two pilot/escort vehicles are required for vehicles/loads which exceed the following dimensional conditions:
    a. 14 feet in width on secondary highways and 16 feet in width on divided highways.
    b. 120 feet in length on secondary highways.
    c. 16 feet in height on all highways, or
    d. When required by the Department.
17. A coordination and planning meeting shall be held prior to load movement. The drivers of the vehicle(s) carrying or pulling the oversize load(s), the pilot/escort vehicle driver(s), law enforcement officers (if assigned), UDOT personnel (if involved), and public utilities company representatives (if involved) shall attend. This meeting shall include discussion and coordination on the conduct of the move, including at least the following topics:
    a. The person designated as being in charge (usually a UDOT representative or a law enforcement officer).
    b. Authorized routing and permit conditions.

c. Communications and signals coordination.
d. Verification/measurement of load dimensions. Compare with permitted dimensions.

Pilot/Escort Requirements:
All oversize load police escort vehicles and officers will have the following equipment and training to be qualified to escort oversize/overweight loads.

1. Equipment:
a. Emergency Lighting:
(1) Red and/or Blue overhead lights.
(2) Roto beam lights are acceptable.
(3) Mounted a minimum of (5) five feet above the road surface or mounted on the roof of the vehicle.
(4) Lights must have a 360 degree visibility.
b. One police vehicle in each escort must be equipped with a two-way radio capable of transmitting and receiving voice messages with the escorted vehicle over a distance of one-half mile. A 4-watt CB radio is acceptable.
c. It is recommended that each officer have a 100 foot measuring tape for measuring height, length and width of the oversize load.

2. Training and Working Knowledge:
a. Pilot/Escort Certification (i.e., Utah's SC&RA training).
b. Special Transportation Permit requirements.
c. Commercial vehicle equipment condition
d. Commercial vehicle loading and securement.
e. Documentation of sign, infrastructure or other property damage caused by the oversize/overweight load or vehicles.

3. Policy Compliance:
a. Officers will be in authorized uniform.
b. No ride-along passengers will be allowed.

D. Washington

Escort vehicle requirements.

(1) When the escort vehicle is in front of the permitted vehicle, the operator shall:

(a) Warn oncoming traffic of the presence of the permitted vehicle by use of signs and lights as provided in subsections (4) and (8) of this section.

(b) Notify the driver of the permitted vehicle, and driver(s) of any trailing escorts, by two-way radio, of all hazards; overhead clearances; obstructions; traffic congestion; pedestrians; and any other circumstances evident to the operator that could affect either the safe movement of the permitted vehicle, the safety of the traveling public, or the efficient movement of traffic in sufficient time for the driver of the permitted vehicle to take corrective action, as necessary.

(c) To the extent necessary, locate safe places (if available) adjacent to the highway and notify the driver of the permitted vehicle, and driver(s) of trailing escorts, in ample time for the permitted vehicle and the escort vehicle(s) to clear the highway, allowing the traffic following to safely pass, or for any other reasons necessary to provide for the safety of the traveling public.

(d) Be far enough in front of the permitted vehicle to signal oncoming motorists to stop in a timely manner, or as specified by local jurisdiction, before such motorists enter any narrow structures or other restrictions on the highway, to permit the safe passage of the permitted vehicle.

(2) When the escort vehicle is behind the permitted vehicle, the operator shall:

(a) Warn traffic approaching from the rear of the presence of the permitted vehicle ahead, by use of signs and lights as provided in subsections (4) and (8) of this section.

(b) Notify the driver of the permitted vehicle, and driver of any lead escort, by two-way radio of flat tires or other problems with the permitted vehicle; objects coming loose from the permitted vehicle; other traffic approaching or passing the permitted vehicle; and any other circumstances evident to the operator that could affect either the safe movement of the permitted vehicle, the safety of the traveling public, or the efficient movement of traffic, in sufficient time for the driver of the permitted vehicle to take corrective action.

(c) Notify the front escort driver and the driver of the permitted vehicle by two-way radio of traffic build-up and other delays to the normal flow and efficient movement of traffic caused by the movement of the permitted vehicle.

(d) Notify the driver of the permitted vehicle, and driver of any lead escort, by two-way radio of other vehicles attempting to pass the permitted vehicle or load.

(e) Be far enough behind the permitted vehicle to signal motorists following the permitted vehicle to slow or stop in a timely manner, or as specified by local jurisdiction, before narrow structures or other restrictions in the highway, to permit the safe passage of the permitted vehicle.

(3) The escort vehicle operator shall ensure that the escort vehicle is in safe and reliable operating condition.

(4) An escort vehicle shall, in addition to any other equipment required by traffic law, be equipped with a minimum of two flashing or rotating amber lights, positioned above the roof line, visible from a minimum of five hundred feet to traffic approaching from the front or rear of the escort. The light apparatus must not obstruct, or be obstructed by, the required OVERSIZE LOAD sign.

(5) The escort vehicle shall:

(a) Be either a single unit passenger car or a two-axle truck;

(b) Not exceed a maximum gross vehicle weight rating of fourteen thousand pounds;

(c) Be at least sixty inches wide; and

(d) Not exceed the legal limits of size and weight, as defined in chapter 46.44 RCW.

(6) The escort vehicle shall not carry any passengers, human or animal (excluding individuals in training status or necessary flag persons), or equipment or load in or on the escort vehicle which:

(a) Exceeds the height, length, or width of the escort vehicle, or overhangs the escort vehicle, or otherwise impairs its immediate recognition as a safety escort vehicle by the motoring public; or

(b) Obstructs the view of the flashing or rotating yellow lights, or the signs used by the escort vehicle; or

(c) Causes safety risks; or

(d) Otherwise impairs the performance by the operator or the escort vehicle of the duties required by these rules.

(7) The escort vehicle operator shall properly load and secure any item(s) or equipment or load carried by the escort vehicle to ensure compliance with the requirements of this section.

(8) An escort vehicle shall display "oversize load" signs, in clear readable condition, which shall be mounted above the roofline of the escort vehicle and be visible to approaching traffic from the front and the rear. All such signs shall be a minimum of five feet wide, ten inches high with one-inch wide brush stroke, black letters a minimum of eight inches high on yellow background, or shall be a maximum of seven feet wide, eighteen inches high, with a 1.41 inch brush stroke, black letters a minimum of ten inches high on yellow background.

(9) The escort vehicle(s) shall have its headlights activated at all times when escorting a permitted vehicle.

(10) The escort vehicle shall be equipped with a two-way radio capable of providing reliable two-way voice communication between the driver of the permitted vehicle and the driver(s) of the escort vehicle(s) when the permitted vehicle is in motion on a public highway.

(11) An escort vehicle shall carry the following items of equipment at all times when escorting a permitted vehicle:

(a) Standard eighteen inch STOP & SLOW paddle sign.

(b) Three bi-directional emergency reflective triangles.

(c) A minimum of one 5 pound B, C, fire extinguisher, or equivalent.

(d) A reflectorized high visibility orange or other color vest, shirt or jacket, as permitted by the *Manual on Uniform Traffic Control Devices,* and a yellow or other highly visible colored hard hat to be worn by the operator while directing traffic, in accordance with WAC 296-155-305, Signaling.

(e) A height measuring device which is nonconductive and nondestructive to overhead clearances, when required by the terms of the permit or regulations.

(f) First-aid supplies must be readily available as described in WAC 296-24-06145.

(g) A flashlight in working order with red nose cone.

(12) An escort vehicle is prohibited from escorting more than one permitted vehicle at the same time, unless expressly authorized by the department.

(13) A front escort vehicle shall use a height pole at all times when escorting a permitted vehicle exceeding fifteen feet in height, unless otherwise expressly authorized/directed by the department on the permit. The height pole shall not extend less than three inches nor more than six inches above the maximum height of the permitted vehicle being escorted. When the escort vehicle is not escorting a permitted vehicle, but is moving on the highway, the height pole shall be removed, tied down, or shortened to within legal limits, unless involved in the act of prerunning a route to determine height acceptance.

(14) When an escort vehicle is not escorting a permitted vehicle, or prerunning a route, but is moving on a public highway, the signs, described in subsection (8) of this section, shall either be removed, lowered to a position not readily visible, or covered, and the flashing yellow lights, described in subsection (4) of this section, shall not be operated.

(15) In the performance of the duties required by these rules, the operator of the escort vehicle may be required to advise the permitted vehicle to stop, allowing other traffic to proceed safely. The operator of the escort vehicle shall signal the permitted vehicle to stop, and the permitted vehicle shall stop, as far off the roadway as practicable to allow other traffic to pass in the following situations:

(a) When the permitted vehicle becomes disabled; or

(b) When the movement of the permitted vehicle on a particular section of public highway presents a safety risk or unreasonably interferes with the efficient movement of other traffic, based upon such factors as the widths of the permitted vehicle and the roadway, volume of other traffic, visibility and limited sight distance, and mountainous terrain; or

(c) When driving conditions for the permitted vehicle are hazardous for any other reason, including weather.

(16) The operator of the permitted vehicle and the operator(s) of the escort vehicle(s) shall comply with the following procedures:

(a) Before trip:

(i) Discuss aspects of the move, including the permitted vehicle, the route, and specific responsibilities.

(ii) Review permit special conditions.

(iii) Review the permitted route.

(iv) Determine the proper position of the escort vehicle(s).

(v) Establish any necessary procedures.

(vi) Check mandatory equipment, each operator being responsible for their own vehicle.

(vii) Mount signs, adjust mirrors, turn on lights.

(viii) Check each two-way radio to ensure clear communication on a selected channel.

(ix) Assure special motor vehicle permit(s) is in the possession of the appropriate operator(s).

(x) Determine if additional flagpersons will be necessary and, if so, have them available.

(b) During the trip:

(i) Obey all traffic laws.

(ii) Do not follow or precede more closely than is reasonably prudent, considering the speed of the permitted vehicle, other traffic, and highway conditions.

(iii) Do not exceed 1/2 mile distance between permitted vehicle and the escort vehicle to maintain radio contact, except when necessary to safely travel a long narrow section of highway.

(c) Traffic lights:

(i) If the front escort vehicle goes through a traffic light but the permitted vehicle does not, the escort vehicle must pull over to the right side of the highway, where practicable, to wait for the permitted vehicle.

(ii) If the permitted vehicle goes through the traffic light but the escort vehicle does not, then the permitted vehicle must pull over to the right side of the highway, where practicable, to wait for the rear escort vehicle.

(17) Compliance with the rules of this chapter requires safe consistent operating procedures for the interaction between escort vehicle, escorted load and the surrounding traffic. **Operators of escort vehicles, therefore, must be certified as having received a predefined base level of training as an escort vehicle operator. An escort vehicle operator with a Washington state driver's license must**

have a valid Washington state escort vehicle operator certificate/card which must be on the operator's person while performing escort vehicle operator duties. Escort vehicle operators licensed to drive in Washington state and operating with current certification cards from a different jurisdiction, approved by the department, must get a Washington state escort vehicle operators card upon expiration of their current card, but not later than January 1, 2003. Escort vehicle operators with a driver's license from a jurisdiction other than Washington state may acquire a Washington state escort vehicle operator certificate/card, or operate with a certification from another department approved jurisdiction, subject to ongoing department reviews and approval of the issuing jurisdiction's certification program. A current list of approved programs will be maintained by the department's motor carrier services office. Washington state pilot/escort vehicle operator cards must be renewed every three years.

(18) When uniformed off-duty law enforcement officers act as escorts, using official police cars or motorcycles, the requirements of this section may be amended as necessary.

E. Louisiana

Required for "Louisiana Approved Escort Vehicle"

Before any escort vehicle permit and decal can be issued, the following requirements must be met.

1. **License:** Truck Tag or T-tag; Commercial Plate on all Louisiana domiciled automobiles; Reciprocal Agreement on all others
2. **Proof of Insurance with Policy Number:** Liability - $100,000.00; Property Damage - $50,000.00
3. **Class "D" or "E" Operator's License** (Louisiana residents only) (Department of Public Safety required)
4. **Lights** - Amber in color

   Dome - 360 degree visibility
   Lens - 9 inches in diameter, 4 inch vertical clearance (8 inch x 5 inch acceptable)
   Bar Lights - Strobe - OK
   Base (lens) of all lights must be 60 inches from roadway
   All lights front and rear, must be operable

5. **2 - 18 inch square red/fluorescent orange flags**, 40-70 degree angle, atop vehicle on mast - not over 6 inch overhang of vehicle or exceed 8 feet in width - must be in line with light(s)
6. **Door Signs**: Name and complete address or name, city, state, and telephone number; well known Company Logo acceptable, (permanent or semi-permanent)
7. **Two (2)Rear View Side Mirrors**
8. **Radio Communication With Load**
9. 10 pounds Dry Chemical Fire Extinguisher or equivalent
   4 - 15 minute burning Flares (no substitutes, i.e. Hazard Markers)
   2 - Red/fluorescent orange hand held flags
10. 4 - Red/fluorescent orange 18 inch square flags
    2 - Oversize Load Signs, 18 inches x 7 feet, with Black lettering on Yellow background - lettering to be 10 inches x 1-5/8 inch, must read "OVERSIZE LOAD"
11. **Information Sign**, in addition to the above requirements, are acceptable.

NOTES

1. Closed vans (stepside), buses, campers, motorhomes, and motor driven cycles are not acceptable as escort vehicles.
2. A vehicle that has all of the above listed equipment (in proper working order) may escort until which time he crosses a Stationary Scale or is stopped by a mobile unit. At that time the escort will be inspected and issued the permit and decal without being assessed a penalty.
   At no time may the escort vehicle pull a trailer or tow another vehicle.

Task Force on Vehicle Weights and Dimensions Policy
Western Regional Meeting

Minutes

Date:	Friday May 23 and Saturday May 24, 2002
Location:	Hotel Saskatchewan, Regina
Chair:	John Pearson
In Attendance:	See attached list

1. Welcome and Opening Remarks

Mr. Pearson called the meeting to order and thanked participants for making themselves available. He drew attention to the agenda which had been circulated, and invited comments or proposals foradditional items. There being none, the agenda was adopted.

2. Round Table Introductions

A round table introduction of participants was conducted.

3. Review of Meeting Objectives

Mr. Pearson proposed that the primary objectives of the meeting were to:

- receive updates on work being undertaken or developments on training and certification of pilot car drivers
- exchange perspectives on the need for training and certification of pilot car drivers in western Canada, and the criteria which should be met by a program
- agree on a course of action and workplan which would meet the identifed needs

4. Training and Certification of Pilot Car Drivers

a) Review of Developments since May 2001

Mr. Pearson provided a brief summary of developments over the past year. He noted that the first discussions in May 2001 were focussed on the prospect of commissioning the development of a training program curriculum and course materials through the use of consulting services. A steering committee for the project was formed, and funding commitments had been obtained from governments and industry associations to sponsor initial development. He noted that delays had been encountered in starting this work, and that the BC Pilot Car Association had taken the initiative to draft an initial outline for a training manual. In the meantime, interest had also grown in the training program developed in Washington State by the Evergreen Safety Council, and a proposal had been advanced by Saskatchewan to use that course as the foundation for training in western Canada.

He noted that, over the past six months, work appeared to have been undertaken in parallel by two groups; one lead by the BC Pilot Car Association, and the other by Saskatchewan Dept of Highways and Transportation with support from the Teamsters. He suggested that it would be timely and appropriate to review both activities, and if possible, identify a course of action which would result in a combined single effort to develop a program for western Canada.

b) Presentation: BC Pilot Car Association

Dave Kennedy and Cheryl Gobbee were introduced to present this item. Copies of a new draft manual were circulated to participants, and Mr. Kennedy provided a detailed presentation on the contents. He reported that this manual had been prepared in the past three weeks with the objective

of delivering a draft which would be free of copyright concerns and could be used and further refined by the group.

The contents of the draft manual were discussed in detail, with a number of suggestions and questions offered in the areas of:

- legal authority of pilot car drivers to stop or control traffic
- licensing and insurance requirements
- lighting, light boxes and new technologies
- radio communications, including the prospect of designated frequencies for pilot cars
- responsibilities of pilot car drivers for oversize/overweight special permit conditions.

It was agreed that development of the training manual should be approached from the perspective of identifying desirable procedures and conditions, without initial concern for the legal or institutional impedments.

c) Presentation: Saskatchewan Dept of Highways and Transportation/Teamsters

Mr. MacNaughton from the Teamsters and Mr. Kubik from Sask Hwys and Transportation were introduced to speak to this item.

Mr. Kubik provided a brief report on the background to the initiative. He reported that his department had been working on refinements to, and expansion of, the training materials developed by the Evergreen Safety Council in Washington State. Copies of a draft manual were circulated, and a brief overview of the contents was provided.

Mr. MacNaughton then provided an overview of the training and certification program which was offered in Washington state. He reported that he had taken the "certified trainer" program at the Evergreen Safety Council, and had been in discussion with the Council regarding delivery of a similar program in Canada. He reported that Evergreen was receptive to the idea of including modifications and additional materials to address permit conditions and practices in the western provinces. He explained the certification process used in Washington, whereby pilot car drivers which successfully complete a one-day training course receive a certification certificate which is valid for three years. He indicated that a refresher course is required after three years (1/2 day course), with re-testing required to maintain certifications. He noted that Evergreen tracks participants in the course, including certfied trainers and certified pilot car drivers.

He suggested that the Washington state approach was very well developed, and consideration should be given to using it as the basis for training and certification in western Canada. He noted that Washington had developed the "infrastructure" to train and monitor pilot car drivers, and that linking to this system would support harmonization/reciprocity with the US. He suggested that a joint committee of provinces and territories could oversee a training and certification program in Canada, based on the Evergreen approach.

Mr. Kubik then provided an overview of the supplementary materials which had been developed for the course, including details of permit conditions, routings and requiremenst in each of the four western provinces. He indicated that there were a number of outstnding issues to be considered including:

- regulations respecting the responsibilities of pilot car drivers
- consideration of hours of service restrictions for pilot car drivers
- vehicle standards and inspections
- communications and licensing
- reciprocity of credentials

- public education

In discussion, it was generally agreed that the course material which had been developed in Washington was excellent. However, several participants expressed concern with the prospect of depending upon a US agency for training and certification, and suggested that it would be important for a Canadian program to have control over the course materials and flexibility in delivery of the training.

d) Discussion

An open discussion of the criteria which should be met by a pilot car driver training program occurred. To facilitate productive discussion, it was agreed that the regulatory and training issues ought to be separated.

With respect to regulatory issues, a candidate list of considerations was developed as follows:

- Driver requirements (licence class, experience)
- Licensing and insurance (liability)
- Traffic control authority (for governments to resolve)
- Business requirements
- Who monitors

With respect to the course content for a training program, the following draft outline was developed and refined through discussion:

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1. Driver Qualifications

2. Vehicle standards

- Need pictures
- Definition (vehicle licensing, what is an acceptable vehicle)
- Lighting requirements (light box, etc)
- Signage
- Equipment carried
- Mechanical and Safety - Circle check
- Communications (requirements and how to use it)

3. Driver Role and Responsibilities

4. Traffic control

- Power lines
- Proper communication
- Responsibilities of escort vehicles (advance, lead, trailing, auxilliary vehicles)
- Scenarios (vehicle location/distance case examples: curves, hills, bridges, 2-lane, 4-lane, intersections, merging)
- Flagging
- Emergency scenarios (emergency equipment use, flares, markers, etc.)

5. Movement understanding

- "tailgate meeting" (know route, driver, where to stop for supper, sharing information)
- Operating characteristics
- Mechanical function
- Category identification (jeeps, boosters, types of trailers)

- Proximity of the load
- Safety hazards
- Post trip meeting

6. Rules and regulations
- General overview
- Where to find information
- Support organizations
- Explanation of due diligence

In discussion of specific issues, general agreement was reached on the following proposed requirements or specifications:

Pilot Car
- GVWR no greater than 6000 kg, max 2 axles
- cannot carry cargo or tow trailer, only equipment related to the movement of the oversize/overweight load
- annual safety inspections should be required
- rearward visibility: should be able to see rearward from all three mirrors (two exterior, one interior)

Light Box
- should be mandatory on pilot cars
- need flexibility in lighting standards to allow new/better technologies (eg LED's)

Communications:
- should be two independent means of communication between pilot car and load (eg. VHF and CB)
- cell phones should not be used

e) Summary and Action Assignments

In concluding the discussion it was agreed that:
- work to develop a training program for pilot car drivers should continue
- the course curriculum and materials must be developed as the "joint property" of the Task Force, and free of encumbrances or copyright restrictions
- there must be great flexibility available for delivery of the training program, including the possibility of using the Internet to deliver the course
- each of the four western government representatives would reflect on the prospect of requiring certification of pilot car drivers, and would identify any concerns or constraints which would have to be addressed in this area
- Mr. Pearson would consolidate the materials and suggestions which had been tabled and would prepare an updated manual for review by the group by the end of June

5. MOU on Oversize/Overweight Permits

It was noted that the western transportation Ministers would be meeting in June or July and that there was an opportunity for endorsement of the proposed western provinces MOU on harmonization of special permit conditions.

6. **Other Issues**

   a) **Wide track drive axles on tractors**

   Mr. Moroz reported that overall track width dimension appeared to regularly exceed 2.6 m on tractors equipped with wide track drive axles. It was agreed that this issue would be brought to the attention of CTEA to determine whether there were technical reasons why this problem was occurring.

7. **Adjournment**

   There being no further business, Mr. Pearson thanked participants for their contributions, and adjourned the meeting.

Secretary: John Pearson

Date Distributed: October 21, 2002

List of Attachments

1. **List of Meeting Participants**
2. **BC Pilot Car Association - Draft Manual**

Attachment 1: Participants

Name	Affiliation	Phone	Email
Alvin Moroz	Alberta Transportation	(403) 340-5189	Alvin.moroz@gov.ab.ca
Bob Dolyniuk	Manitoba Trucking Association	(204) 632-6600	Bobd@trucking.mb.ca
Cheryl Gobbee	BC Pilot Car Association	(250) 314-7295	Cheryl_gobbee@hotmail.com
Dave Kennedy	BC Pilot Car Association	(604) 434-6757	Dkenn@smarttnet.com
Doug Elliot	Insurance Corporation of BC	(250) 414-7843	doug.elliot@icbc.com
Ernie Robinson	Burwell Contractors	(403) 279-6408	Erobinson@bcl.ca
Greg Gilks	Sask Highways and Transport	(306) 787-4851	Ggilks@highways.gov.sk.ca
John Pearson	Council of DM's Secretariat	(613) 247-9347	Jpearson@comt.ca
Kari Preston	Wildcat Pilot Car Service	(888) 345-5434	wildcatt@telusplanet.net
Lockie McKinnon	Premay Equipment Ltd	(306) 775-3939	Lmckinnon@premayequipment.com
Martin Kubik	Sask Highways and Transport	(306) 787-4801	Mkubik@highways.gov.sk.ca
Ron Oldridge	Insurance Corporation of BC	(250) 414-7843	Ronald.oldridge@icbc.com
Warren MacNaughton	Teamsters Saskatchewan	(306) 569-5299	teammactruck@sk.sympatico.ca